

(ESTABLISHED 1881.)

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Intimations.

STEAM NAVIGATION COMPANY.

L. S. LEWIS, Acting Superintendent.

[2]

Hongkong, 17th February, 1905.

CALDBECK, MACGREGOR & CO.

Agencies:—GENERAL ELECTRIC CO.
W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
" H. W. JOHN'S CANADIAN ASBESTOS GOODS.
" Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Maconnours, Onnara, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkobara and other Coals.

S. MINAMI, Manager, Hongkong.

Per Case of 8 Dozen Pints - - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905

JOHN DEWAR SONS & CO., PERTH

W H I S K Y,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904.

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS.

17K, QUEEN'S ROAD.

ACHEE & CO.,

ESTABLISHED 1859

祥利廣

FENDERS, SCUTTLES, FIRE HANDS, WARMING STOVES, COOKING RANGES, ETC.

BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,
SHEETINGS, HOUSEHOLD LINENS, ETC.

17A, Queen's Road, Central. Telephone 256.
Hongkong, 4th January, 1905.

HONGKONG HOTEL.

Military Band during dinner on Saturday Night.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons, Captain H. D. Jones.
"POWAN," 2,338 " " R. D. Thomas.
"FATSHAN," 2,260 " " W. A. Valentia.
"HANKOW," 3,073 " " C. V. Lloyd.
"KINSHAN," 1,995 " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
"NANNING," 569 " " C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunking, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
Canton to Tak Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single \$7.50.

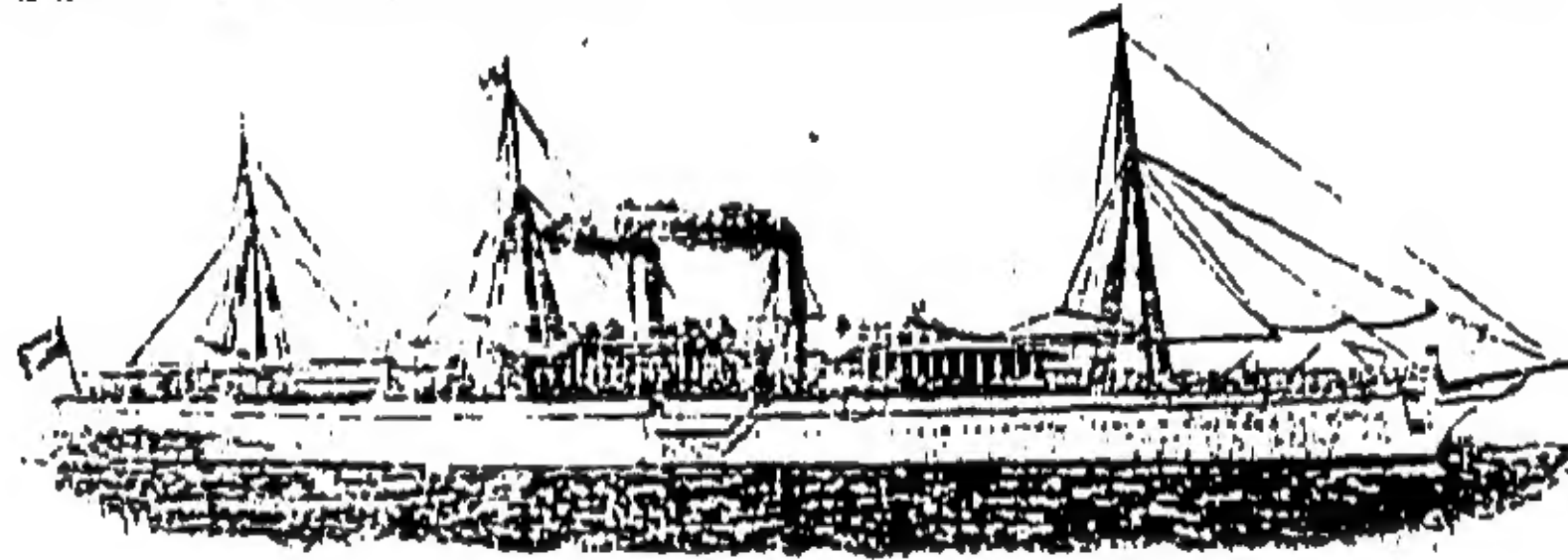
HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon, Single \$6.00.
Hongkong to Kumchuk, Single \$7.00.
The above vessels have superior Saloons and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN," 2,440 Tons, WEDNESDAY, 15th March.
"EMPERESS OF CHINA," 5,000 " WEDNESDAY, 29th March.
"EMPERESS OF INDIA," 5,000 " WEDNESDAY, 19th April.
"TARTAR," 4,425 " WEDNESDAY, 26th April.
"EMPERESS OF JAPAN," 5,000 " WEDNESDAY, 10th May.
"ATHENIAN," 2,440 " WEDNESDAY, 14th May.
Hongkong to London, 1st Class, £40. Via St. Lawrence £60. Via New York £65.
Hongkong to London, 1st Class Rail, £40.
Steamers, and 1st Class Rail, £42.

THE magnificent "Twin-screw" "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, 8th March, 1905. 9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OBTABATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
RHENANIA	MARSEILLE, HAVRE & HAMBURG	20th March, A.M.	Freight and Passengers.
SUEVIA	(Calling at SPOR, PENANG & COLOMBO) HAVRE & HAMBURG	4th April.	Freight.
SILESIA	(Calling at SPOR, PENANG & COLOMBO) HAVRE & HAMBURG	18th April.	Freight and Passengers.
BALIE	(Calling at SPOR, PENANG & COLOMBO) HAVRE & HAMBURG	2nd May.	Freight and Passengers.
SLAVONIA	(Calling at SPOR, PENANG & COLOMBO) HAVRE & HAMBURG	16th May.	Freight.
SEGOVIA	(Calling at SPOR, PENANG & COLOMBO) HAVRE & HAMBURG		

With Transshipment at Singapore, ANDALUSIA, Captain Filler, to sail from Singapore about 10th March, Freight, with liberty to call at the Malabar coast.
NUBIA, Captain Habel, about 25th May, Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by Electricity.
For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.
Hongkong, 14th March, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA.
ANTWERP, BREMEN/HAMBURG
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PRINZESS ALICE	WEDNESDAY, 10th May.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th May.
PRINZ HEINRICH	WEDNESDAY, 7th June.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 21st June.
PRINZESS ALICE	WEDNESDAY, 5th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th July.
PRINZ HEINRICH	WEDNESDAY, 2nd August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 16th August.
PRINZESS ALICE	WEDNESDAY, 30th August.

ON WEDNESDAY, the 15th day of March, 1905, at Noon, the Steamship "PRINZESS ALICE," of the NORDDEUTSCHER LLOYD, Captain P. Wetling, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 13th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS	SAILING DATES
WILLEHAD	MONDAY, 3rd April.
PRINZ WALDEMAR	FRIDAY, 12th May.
PRINZ SIGISMUND	FRIDAY, 9th June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship WILLEHAD, Captain B. Zurbonsen, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
KOBE & YOKOHAMA WILLEHAD WEDNESDAY, 15th Mar., 3 P.M.
SHANGHAI, NAGASAKI, PRINZ HEINRICH THURSDAY, 16th "
KOBE & YOKOHAMA PRINZ EITEL FRIEDRICH WEDNESDAY, 29th "
SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH WEDNESDAY, 29th "
KOBE & YOKOHAMA
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 14th March, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th December, 1904.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.
From 4th February, 1905, until further notice, the Fares will be as follows:—
Kennedy Town to Post Office 10 cents First Class.
Office 4 " Third "
Post Office to Causeway 10 cents First Class.
Bay or Race Course 4 " Third "
Causeway Bay to Shau-ki-wan 10 cents First Class.
Shau-ki-wan 5 " Third "
The previous Table of Fares is hereby cancelled.
Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.
J. GRAY SCOTT,
General Manager.
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 8th February, 1905.

WEISMANN, LTD. (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.
Facing the Post Office, Queen's Road, Central.
Everything of the best, prepared and served under entirely European Management.
See our Grand Christmas Display.
Cakes, Biscuits and Confectionery of all kinds made to customers' own order and design.
Send or Bring Your orders.
We guarantee satisfaction.
The Weissmann Most Up-to-date Café in the Orient.
Hongkong, 17th December, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 500; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

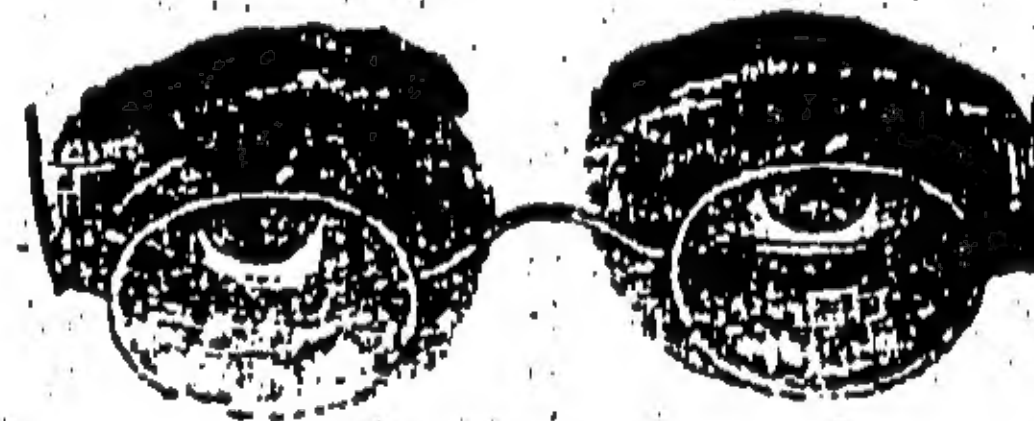
HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

C. W. MEAD, C. E., President and Shanghai Manager. N. M. HOLMES, C. E., Vice-President and Hongkong Manager. A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.
Railway Hydraulic Mining and Sanitary Engineering. A Specialty made of Reinforced Concrete and Concrete Piles. Examinations of Surveys Reports and Estimates. On all Railway or Proposed Construction Works.
Hongkong, 2nd February, 1905.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF
N. LAZARUS,
10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.
A. S. TUXFORD, Manager.
Hongkong, 1st October, 1904.

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.
HOTEL DES INDES, Nos. 2 & 3, STAMFORD ROAD, SINGAPORE.
OCCIDENTAL HOTEL, EXCELLENT CUISINE, MODERATE PRICES, ELECTRIC FANS TO ORDER IN EVERY ROOM, EUROPEAN MANAGEMENT, ELGIN ROAD, KOWLOON.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.
CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.
E. C. VAN MARLE, Proprietor.
H. T. SARRE, Manager.
Singapore, 4th October, 1904.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

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BLEND

VERY OLD LIQUEUR

**SCOTCH
WHISKY.**

**D
PORT,**

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

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Gregor & Co.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

**FOUR LINES HARD
TO BEAT:**

Per case,
quarts.

Gregor & Co.'s Tarragona ... \$ 9.00

Gregor & Co.'s Old Tawny Port ... 11.00

Per dozen.

Gregor & Co.'s Imperial Highland

Whisky ... 16.00

Gregor & Co.'s Royal Old Highland

Whisky ... 24.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 25th December, 1904. [31-0]

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoock Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional to the daily rate, are delivered free when the address is accessible to messenger. The copies sent by post are additional \$1.80 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 24th February, at 1 Ross Road, Penang, to Mr. and Mrs. G. H. LEES a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 14, 1905.

RUSSIA'S PEACE OVERTURES.

The announcement that Russia, through her diplomatic representatives, has been making tentative overtures to Great Britain and France with the object of arranging a basis of peace, comes as a natural corollary to the telegram published last week, stating that French financiers had intimated to Russia that no new loans could be raised in France for some time to come. Without the sinews of war, it should be impossible for Russia to carry on a costly and protracted campaign in a country so far from the supply base, even if success occasionally fell to their arms. But the lack of success, the continuous advance of the Japanese, and the repeated discomfiture of the Russian troops—to call it by no harsher term—have had their effect in drying up all sources of revenue, and Russia now stands practically alone. The fall of Mukden is the crowning blow to the long series of reverses which have been sustained by Russia, and one way or another she was bound at no very distant date to look at matters squarely. It was all very well at the beginning of the war to scout the idea of negotiating for terms of peace with the enterprising Japanese. It could be well understood that Russia's *amour propre* would not permit such a thing to be entertained for a moment. But the cloud of debt and difficulty has pressed with ever-increasing weight on the northern power till the time has now arrived when the question of settling matters "out of court," so to say, has arrived, and as usual Great Britain, by that apparently inevitable law of nature which makes her concerned in everybody's quarrels, is called upon to frame a "peace with honour" settlement. Whether *four-parters* have actually passed between Russia and Great Britain and France it is, of course, impossible to say. The Foreign Office is practically the only Department in Great Britain which is allowed to keep its secrets key and the cognisance of the man-in-the-street, and not until the very last moment, when the secret is already public property, will the Foreign Secretary raise the portal and divulge the nature of the Russian overtures. It is significant, however, that Russia should have paid the indemnity demanded by Great Britain over the North Sea muddle, so readily. The Tatar has as shrewd an idea of the value of money as the smartest financier in Lombard Street and parting with the sum of £65,000 at a time when his monetary troubles have reached a crisis must have seemed like parting with a section of his anatomy. But it has been done and whatever consolation the offer of money may afford to the hapless widows and orphans of Hull, who are the real victims of Rodzjevsky's incapacity, it is theirs. With credit gone and red revolution stalking the streets of Petersburg and Moscow, Russia has seldom been in a tighter fix. Even if the Japanese consent, on the united representations of Great Britain and France, to a conference at which the terms of peace could be discussed, it has to be borne in mind that Russia will still be the gainer. A continuance of the present fiasco in Manchuria is out of the question, and Russia, if ordered out of Chinese territory, will only be giving up something to which she never had a title. As for an indemnity, that would certainly be fixed, but a bankrupt cannot be made to pay, and Japan would have to wait many years before she saw the colour of the money which has been squandered in defence of the rights of all nations. Russia has a happy knack of wriggling out of engagements—witness the Crimean affair which terminated in a so-called "peace with honour" arrangement meaning *nil*; and it is to be hoped that any basis of settlement will be of such a character that Russia's power for mischief in the East may be effectively paralysed for a century to come. It may seem rather premature to consider this aspect of the question, but everything points to a speedy termination of hostilities and after the terrible death-roll published yesterday, following the fall of Mukden, not even the bitterest partisans of either side will regret to see it.

LOCAL AND GENERAL.

The house and godowns of Mr. A. R. Agassiz, of the Belgian Trading Co., on the French concession, Tientsin, were burnt down on the 28th ult. The loss was estimated at Tls. 25,000.

A CONSIDERABLE step has now been taken towards the realisation of the proposal to establish polo playing in Bangkok. Twenty-two ponies have been ordered by wire from Bombay for the members of the Polo Club.

A COLOMBO contemporary states that a condemned prisoner at Kandy, whose execution did not take place one Monday owing to the mistake committed by a clerk in the office of the Inspector-General of Prisons, has been reprieved. "It's an ill wind," etc.

ADVICE from Shanghai, dated 7th inst., state:—Business reported:—Shanghai and Hong-kew Wharfs at Tls. 175/170/175 for March p.m.l. Farnham, Boyds at Tls. 143 for March. Internationals at Tls. 25/25 for March. Wei-haiwei at \$6 Colonies at Tls. 20 for March. Business done direct:—Indo-Chinas at Tls. 89 for April, and at Tls. 91 for June. Farnham, Boyds at Tls. 142 cash at Tls. 142/142 for March.

Messey's Chinese Miscellany, for the 4th inst., contains a further chapter on the life and adventures of a British pioneer in China and deals with guns and gunners, expert gunnery and musketry instructors. There is also an article on the fixed monetary standard for China; and others in astrology, with photographs, the usual interesting collection of Anglo-Chinese notes, besides telegrams and general news.

ACCORDING to our Peking correspondent, the Board of Commerce has adopted the Japanese system of digging artesian wells in Chihli, as an antidote against drouth, which occurs so often in that province. It is learned that students will be received, who will be required to learn the art along this line, and, in course of time when they have received sufficient training, they will be sent out to supervise the work of digging wells in the different villages. Imperial sanction having been obtained, the scheme will be started in Peking first.—*Sin Wan Pao*.

THE *Shanghai Times* understands that Captain Hopkins of S.S. *Chungking* is resigning his command upon his return to port to take up the secretaryship of the local Pilots Association. Captain Hopkins has been in the employ of Messrs. Butterfield & Swire for many years, during which period he, by his geniality, good humour, and the care exercised over the passengers who have travelled with him, has made hosts of friends with whom we join in wishing him all prosperity and success in his longshore career.

REFERRING to the joint petition of the Cantonese gentry, headed by Pun and Teng, to the Board of Commerce, the Hanlin Academy, and the Minister of Education, pointing out how a man named Wu Chuen Jai has afforded protection to the native monk and incited his followers to destroy the apparatus in the drill grounds of the St. Nien and Shang Wu schools, Viceroy Tsen Chen Tsuen in a special telegram from Peking has been instructed to order the Provincial Treasurer of Canton and the Educational Department of Liangkwan to make investigation into the allegation and act accordingly to justice.—A full account of this matter has already been published in our columns.

THE WRECKED "SHREWSBURY."

CRUISER ESCORTS "PROGRESS."

The S.S. *Progress* left this morning for the scene of the wreck of the *Shrewsbury*, taking Mr. E. Tully of Messrs. E. C. Walks, and his men to endeavour to save the pumps and gear placed aboard that ill-fated vessel. As stated in our columns last evening would probably be the case the *Progress* was escorted by H.M.S. *Iphigenia* as a protection against piratical attacks. If the weather continued fine Mr. Tully was quite sanguine of being able to save the gear in question.

THE DISPUTED BISCUIT CONTRACT.

At the Civil Summary Court this morning before the Puisne Judge (Mr. T. Sercombe Smith) the action brought by the Hip Loong firm of wholesale bakers, against the Café Weissmann, to recover \$348, the value of 10,800 pounds of biscuits was concluded.

Mr. P. W. Goldring appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., (instructed by Mr. F. X. d'Almeida e Castro) defended. Mr. Goldring addressed the Court at great length, maintaining that there was nothing to justify the contention that the biscuits were not according to sample.

His Honour reserved judgment.

JUSTICES' MEETING.

A meeting of H.M.'s Justices of the Peace was held at the Magistracy this afternoon for the purpose of considering an application from Joseph Henry Newbold for a publican's licence to sell and retail intoxicating liquors on the premises situated at No. 2, Shauiwan Road, under the sign of "The Metropole Hotel."

The following Justices of the Peace were present: Messrs. H. H. J. Gompertz (presiding), F. A. Hazland, R. C. Craig and C. Dick. Melbourne. There was no police objection, and the application was granted unanimously.

MARINE COURT.

BREACH OF HARBOUR RULES.

This morning, before Hon. Captain L. A. W. Barnes-Lawrence, Edward Jones, 1st boarding officer, prosecuted Taang Fat, owner of ballast boat, No. S. 531 H., for wilfully disobeying the lawful orders of the Harbour Master, in Victoria harbour, on the 14th inst.—Mr. Jones, stated that shortly after 8 a.m. to-day he found the defendant's boat anchored within the prescribed limits of the Harbour Master's wharf. The watchman had told the crew four or five times before to shift which they refused to do, and the boat still remained in the same position.—The master of the ballast boat said he was not at first within the prescribed limits, but another boat came and put him in. He was not in the boat himself. His men told him nothing. Defendant was fined \$5 and ordered to move his boat forthwith.

CONSTRUCTIVE NAVIGATION.

Also before the Hon. Barnes-Lawrence, Robert Mackay, master of the S.S. *Boatman*, charged A. Hall, J. Ratnay, J. Bunsey, and E. Vance, able seamen, and A. Cederberry, boatswain, W. Hush, S. Whyte, A. Stockwell, J. Dawson, M. Murphy, A. Condou, and D. Mechallizanes, firemen, with impeding the progress of the vessel by refusing to proceed to sea, since the 14th inst., in Victoria Harbour.

Robert Mackay, master, said he arrived in port yesterday afternoon, and received orders through his agents that he was to proceed to Sasebo, Japan. He informed the crew through the mate that the vessel was going to Japan, and the defendants told him they would not go there. He brought the men ashore this morning, when they were interviewed by His Worship in his office.

By the Court: He was carrying a cargo of coal shipped at Cardiff, to be taken to Hongkong for orders. His orders were to deliver it at Sasebo, Japan. The articles of agreement were here produced and read over to the defendants who said they understood it.

E. Vance said he had no knowledge of this charge which had been brought against him. The mate only asked him if he wished to go, or not and implied that the choice laid with him, as to whether he went or not.

By the Court: The chief officer is on board. His Worship said he should have been here, and adjourned the Court till 2 p.m.

On resuming, Robert Smith, chief officer, stated that last evening the Captain gave him instructions to inform the crew that the vessel was about to proceed to Sasebo in Japan. The men asked him where Sasebo was, and on being told A. Whyte said he would not go. Another fireman followed him and he asked the latter how many were refusing to go to Japan, and he replied that none of them would go. He then went over and saw the sailors, and gave them the same information. He was questioned by the man Hall who wanted to know where Sasebo was, but no objection was raised in respect to proceeding in the ship. The men all turned to this morning, and at 8 a.m. he sent word along that these men who did not intend going to Japan were to accompany the captain ashore. In respect to the sailors, witness wished to say that when they were shipped at Cardiff he informed them that there was every possibility of the ship going to Japan, to which they replied that they did not care.

S. Whyte, fireman, said he certainly informed the Chief Officer that he would not go to Japan.—E. Hall said that he had gathered from the papers that it was not compulsory for them to go to Japan, and he desired to interview the authorities to see how the matter stood.—D. Hush said he did not consider that his going to Japan was legal.

His Worship said he had already endeavoured to reason with the men in respect to the false conclusion to which they had come in refusing to proceed to Japan. He pointed out to them that they deliberately signed articles to proceed to countries, in which Japan was included, at a time that country was at war. Had there been any risks involved in their proceeding to Sasebo, outside of the ordinary risks of a seafaring life, he would be the first to recognize it, as it was he could only regard their action as foolish in the extreme. His warning to the men given in his office this morning had apparently had no good result, but he would give them a final chance to return, even at this eleventh hour, to their duty if any of them would be sensible enough to do so. All except the last two defendants then expressed their willingness to return on board, and, as the captain saw under the circumstances he would withdraw the charge against them, they were allowed to leave the Court to return on board. The last defendant said "he was a Britisher and never changed his mind" and was warned by His Worship that he was laying himself open to a charge of contempt of Court. The last two defendants were then sentenced to ten weeks' imprisonment, and to be re-shipped aboard their steamer should she return to this port before the expiration of their sentence. The men thanked His Worship and were then removed in custody.

ANOTHER CASE.

S. Nicholson, master of the British S.S. *Aldega*, then charged two Russian Finns, a Swede, a German and an American with a similar offence to the above, but upon His Worship pointing out to them the position in which they placed themselves by refusing to proceed in the vessel, adding that Russia had been wiped off the face of the waters as far as this part of the world was concerned, and that therefore there was no danger, the men all elected to return to duty, and the captain having withdrawn the charges against them they were discharged and ordered to return at once aboard their ship.

WEDDING AT THE CATHEDRAL.

LAMBERT-SHAW.

Magnificent weather favoured a picturesque wedding which took place at St. John's Cathedral this morning, in the presence of a large congregation of relatives and friends of two of Hongkong's popular residents. As at first arranged the wedding of Mr. Herbert Alexander Lambert and Miss Florence Shaw, daughter of Mr. A. Shaw, of the Cotton Mills, was to have taken place on last Monday week, but owing to the illness of the bridegroom it had to be postponed. On that day the weather was by no means so bright and sunny as that which favoured the ceremony so happily consummated this morning. The bride, who was attired in a graceful gown of white satin, trimmed with lace and chiffon, and wore the orthodox tulle veil and corona of orange blossoms, carried an exquisite bouquet of stephanotis, tube roses and maidenhair ferns, looked sweetly pretty as she entered the western porch of the Cathedral resting on the arm of her father who conducted her up the aisle and subsequently gave her away. She was also attended by her sister, Miss E. Shaw, who was daintily attired in a costume of white tulle over white silk, with a picture hat trimmed with tulle and roses. She held a beautiful bouquet of marshall neil roses and maidenhair fern. The scene was extremely pretty, the interior of the building having been tastefully decorated with flowers and palms and feathery bamboo under the supervision of Mr. J. Vanstone. Awaiting the arrival of his young bride, was Mr. Herbert A. Lambert attended by his three brothers, with Mr. H. Seih as best man. The Chaplain of the Cathedral, the Rev. F. T. Johnson, M.A., performed the ceremony and afterwards witnessed the signing of the register in the vestry, prior to the wedded pair leaving the church amid the strains of Mendelssohn's March which was played on the organ by Mr. George Grimble who had previously given the nuptial air from "Lohengrin." The bells were rung as the pair passed down the aisle to a carriage in waiting, while every heart went out to the fair young bride as she leaned on the arm of her husband. On stepping into the carriage rice was showered at them, while an old shoe "for luck" followed them as they were driven off.

The guests then adjourned to the residence of the bride's parents at East Point where a reception was held, the health of Mr. and Mrs. H. A. Lambert being drunk in bumpers, amid the good wishes for their future happiness sincerely expressed.

SHIPPING JETSAM.

David Wilson was placed before Mr. Gompertz at the Magistracy this morning, by Inspector Langley, on a charge of having stowed away on board the S.S. *Albatross* at Cardiff, and thus obtaining a passage thence to Hongkong without the knowledge and consent of the owners, agents, captain or officers of the vessel and without paying for same. Defendant said he had friends in Hongkong, and the case was remanded in order that they might be communicated with.

NEW STEAMSHIP SERVICE.

The Queensland Cabinet has decided to ratify the provisional arrangement entered into by Mr. Frederic Jones, commissioner of trade, with Messrs. Burns, Philp, and Co., respecting a regular steam service between Brisbane, Sourabaya, Samarang, Batavia, and Singapore. Following is the basis of the proposals to be laid before the Rt. Hon. G. H. Reid for his approval:—An annual subsidy of £6,000, terminating with the present South Pacific contracts, in about five years, to the present Dutch East Indies-Singapore line of steamers of Messrs. Burns, Philp, and Co. Certain bi-monthly service (every alternate month), manned entirely by white crews. Brisbane, Sourabaya, Samarang, Batavia, Singapore, to be regular ports of call both on the inward and outward journeys. Freights between Brisbane and any of the before mentioned places not to exceed 14s. 6d. per ton (each way). Remission of Queensland Government harbour and port dues and charges. The minimum quantity of Queensland coal to be used on each trip to be 500 tons. Ships' stores to be supplied from Brisbane at equal current Sydney prices.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 14th at 11.55 a.m. The barometer has risen slightly over the E. coast of China, and fallen a little on the S. Coast.

Pressure appears to be highest over N. China.

Gradients continue slight and light variable winds accompanied by foggy weather will probably prevail in the Formosa Channel and N. part of the China Sea.

Forecast:—Variable winds, light; fair, fog at times.

The information from the North is scanty.

SHIPPING AND MAILS.

MAILS DUE.

American (Korea) 16th inst.
French (Tonkin) 20th inst.
Indian (Kumang) 22nd inst.
Canadian (Tartar) 29th inst.

The M. M. Co.'s S.S. *Tonkin*, with the outward French Mail, left Singapore yesterday at 8 p.m.

The H. A. L. S.S. *Slavonia* from Hamburg left Singapore for this port on 13th inst., p.m., and may be expected here on 20th inst.

The C. P. R. Co.'s S.S. *Empress of Japan* arrived at Nagasaki at 9 a.m., on 13th inst., and left again at 5 p.m., same day, for Kobe where she is due to arrive at 10 p.m., on 14th inst.

TELEGRAMS.

THE WAR.

RUSSIANS SURRENDERING.

IN LARGE NUMBERS.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegrams:—

Tokio, 14th March, 12.10 p.m.

The report received on the morning of the 14th inst. states that, our detachment in the direction of Hingking, on the 13th inst. occupied Yingpan, eighteen miles east of Fushun, and dislodged the enemy therefrom.

Our forces at various quarters in the direction of the Shaho continue driving the remnants of the enemy.

In the mountainous districts, east of Tiching road, a considerable number of Russian officers and men have surrendered.

THE OPERATIONS AT HINGKING.

JAPANESE REPORT.

Tokio, 13th March, 6.45 p.m.

On the 13th inst., the army in the Hingking quarter reported the capture of the following trophies:—2,200 rifles, 6 machine guns, 320 thousand rifle shots, materials for light railway for 33 miles, and 450 waggons for use on same.

The Russian corpses on the field number 1,200, while 80 prisoners were taken. The Russian casualties in this quarter were estimated at over 20,000.

RUSSIAN DIVISION ALMOST ANNIHILATED.

Tokio, March 13, 2.20 p.m.

The report received on the 13th inst. says that in the direction of Hingking the enemy's losses are not yet ascertained, but over 800 Russian corpses were already found on the field. According to the statement of prisoners their seventy-first division was almost annihilated.

Although the Russians burnt their storehouses at Machuntan and other places, large quantities of fodder, ammunition and war materials fell into our hands.

STEAMSHIP BREAKDOWN.

The steamship *Westminster Bridge*, bound from Cardiff with a cargo of coal consigned to Shanghai, signalled to Hongkong from the Gap Rock yesterday that the engines had broken down and that she required assistance. The tug-boat *Robert Cooke* was despatched to the vessel but had only got as far as Green Island when the *Westminster Bridge* was met steaming into Hongkong, the damage to the engines having been successfully repaired. The *Westminster Bridge* is a vessel of nearly 3,500 tons register, and commanded by Captain Wenlock. It had not been intended that the vessel should touch at Hongkong and indeed the agents, Messrs. Dodwell & Co., had no news that there was such a boat in this part of the world. It is probable that before continuing her journey to the north, the *Westminster Bridge* will be thoroughly overhauled.

THE DALLAS-BANDMANN OPERA COMPANY.

"THREE LITTLE MAIDS."

The production of "Three Little Maids" at the Theatre Royal last night was a great success, and it is now very easy to understand the huge popularity it enjoyed both at home and in the States. It is a simple tale of three pretty maids, who in order to assist their poverty-stricken father, a country clergyman, proceed to London and take up engagements in a fashionable Bond Street tea shop as waitresses. There are three acts, and the fun starting at the rise of the curtain is sustained to the fall, the music being melodious to a degree. Despite the fact that several prominent members of the Company, including Mr. Dallas himself, Mr. Dallas and Mr. André Kaye do not figure in the cast, most adequate representatives are found for each part. Mr. Percy Haydn, Mr. Edgar Ronalds, and Mr. Frank Cochran assume the roles of three men about town, and form the necessary foil to the little maids. They manage to keep the fun ball rolling whenever they are on the stage, whilst Mr. Cochran has several opportunities of displaying his admirable vocal abilities. Mr. C. F. Cooke was an impressive and consequential *Reu. Theodore Bramcombe*, whilst Mr. Jamie Dallas has a part which thoroughly suits him as *Cupid* the caddy. At times he was extremely funny, and his dancing, clever as it is at any time, remarkably entertaining. His song, "Girls, Girls," created roars of laughter. In the Misses Queenie Strachan, Violet Frampton, and Dolly Varden, three more charming young ladies could not have been chosen to portray the three little maids. They are the essence of vivacity and gave unqualified pleasure to those present by their graceful, dainty acting and singing. Perhaps the most successful item in the programme last night was the song "She was a Miller's Daughter." This entrusted to Miss Frampton was rendered with charming naïveté, and she was obliged to sing no less than six verses. It is a really good song, and aided by the charms lingers in the mind. Miss Rachel Kemp was as attractive as ever as head waitress at the Bond Street tea shop, whilst Misses Bertha Hunter, Bel Luscombe, Amy Bailey and Tiny Grattan, were quite at home as a bevy of ladies of the aristocracy.

"Three Little Maids" is a charming musical piece, charmingly played and is well worth seeing. It will be repeated to-night and to-morrow night.

TELEGRAMS.

[Reuter's.]

The War.

LONDON, 12th March. General Kuropatkin, wiring at six on Friday evening, says "our retreat has been of the most dangerous character, but thanks to extraordinary efforts our armies are now out of danger."

Later.

Marshal Oyama reports that the Russian prisoners now total 40,000, and are increasing momentarily. The Russian casualties are estimated at 90,000. The Russians left 26,500 dead on the field.

General Kuropatkin, telegraphing yesterday, throws little further light on the situation, but mentions that he has received no report from his third army.

Peace Rumours Denied.

The Foreign Office at St. Petersburg denies the rumours of peace overtures.

Count Cassini, Russian Ambassador to the United States, in an emphatic statement published at Washington, says that he has been acquainted for several weeks with the Tsar's final decision to carry on the war regardless of time until victorious, and that preparations are already made for sending large reinforcements to General Kuropatkin.

Rozhdestvensky's Fleet.

It is explained at St. Petersburg that Admiral Rozhdestvensky's fleet is only going to Jilut to meet the third Baltic squadron.

WESTMINSTER GLEE SINGERS.

The reputation which the Westminster Glee and Concert Party have won during their recent world's tour, should be sufficient guarantee that those who go to hear this unique body of singers at the Theatre Royal at an early date are not likely to be disappointed. A feature which will undoubtedly prove of popular interest is the appearance of the four solo soprano boys, who are said to rank amongst the most celebrated boy soloists in England. These little lads have received their musical education at the London College for Choristers, where special training is given in the particular class of music which they have come from England to regale us with. The company have a repertoire of 50 pieces all of which are sung from memory, and during their series of concert here, a change of programme will be made nightly. It must not be implied that because these Glee Singers are for the most part drawn from the famous Westminster Abbey Choir, that their selections are of a sacred nature, but for the special benefit of those interested in Church music, one number will be introduced upon each programme in the form of an unaccompanied anthem. In addition to the ballads promised by Madame Marie Hooton, the English contralto, and Mr. Edward Branscombe, the tenor, other members of the Party including some of the boys will appear as soloists, whilst the lighter vein of humour is forthcoming in the musical sketches by Mr. Dudley Causton. We anticipate that this popular party of musicians will draw large audiences during their visit here, arrangements in connection with which are being made by the advance manager, Mr. Nigel Brock.

THE BOMBAY BARRISTER CONVICTED.

SEVEN YEARS' RIGOROUS IMPRISONMENT.

It will be within the recollection of our readers that, some six months ago Shapurjee Cowasjee Sanjana, formerly a member of the Bombay Bar, appeared at the Magistracy in connection with extradition proceedings instituted by the Bombay Government who charged him with fraud and conspiracy. The prisoner was handed over to the Indian authorities and, on the 10th September last, was escorted back to Bombay where, on 13th ult., he was tried at the Criminal Sessions. The jury found him guilty, and the Hon. Mr. Justice Butcher, in passing sentence, said:—Shapurjee Cowasjee Sanjana, you belong to a race that is famous on this side of India for obedience to law and also you belong to a profession which, it has been well said, holds a perpetual retainer on behalf of truth and justice. By a unanimous verdict of the jury, evidence which was overwhelming, you have now been convicted of having taken part in a wicked and fraudulent conspiracy. I have read all that Mr. Wadia had to say in your behalf, and you will believe me, when I say that the sentence which I am going to impose upon you has been a matter of anxious consideration to me. After a careful consideration I have discovered no reason, why the sentence which I should pass upon you should be less than that suffered by your fellow-conspirators. The sentence of the Court is that you be kept in rigorous imprisonment for seven years.

CONTRABAND CARRIERS CAUGHT IN THE ICE.

It is difficult, remarks the *Japan Mail*, to piece together the fragmentary accounts reaching Tokyo about steamers caught in the ice of northern seas, but so far as we can ascertain, there are six in all, large and small, which by attempting to make the Kunajiri passage en route for the Soya Strait, have found themselves embedded and can neither advance nor recede. Presumably these ill-fated vessels will be overhauled by Japanese warships before they can resume their journey to the Russian port, which may be assumed to have been their destination. One of the steamers is off the Abashiri coast. She is especially unlucky, for if she got as far as Abashiri she might reasonably have expected to make the Soya avenue.

The Mitsui Bishi Co. have contracted to transport 175,000 tons of iron ore from the Taiyo Mines at Wong-shik-ung to Japan, as soon as the water in the river admits of the navigation of deep draft vessels.

CHINA BORNEO CO., LTD.

WORK FOR THE SLIPWAY.

The completion of the extensive overhaul carried out on board the *Lubuan* marks in no indistinct manner a very progressive step in the history of the port of Sandakan, in that the Port Fryer Slipway has been utilised for the first time, and proved itself of the greatest practical use in the repairing of the smaller craft frequenting these waters, says the *B.M.B. Herald*, of 16th ult.

The work on the *Lubuan* included the renewing of nearly the whole of the keel of the vessel, the replacing of some of her outside planking, the renewal of the greater number of the ribs of the vessel, besides the strengthening of the craft generally, and the re-coppering of her from stem to stern. The engines, also, have been thoroughly overhauled, as well as the boiler, the work on the latter including entire re-tubing.

The upper deck has been much improved for saloon passengers, the engine room skylight having been taken further aft, thus leaving considerably more space for long chairs and sitting room generally aft of the deck cabins. The saloon and cabins have been improved also, in some details, to make them more comfortable. In fact improvements have been effected in many ways, and the *Lubuan* bought now to be even more popular both with passengers and shippers than hitherto.

The Sabah Company have spared no expense in the work just completed, and it is to be hoped they will be well repaid for their enterprise.

Every credit is due to both The China-Borneo Co. and the Sabah Steamship Co., and we wish them both their full measure of success.

The Government yacht, *Petrel* has taken the place of the *Lubuan* on the Slipway, and will doubtless be turned out in that thorough manner for which the China-Borneo Co. is earning for itself a good name.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MEAT QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It may be of interest to the general public to know what profits are made in rearing pigs for the Hongkong market. It is the practice among the poorer people of the villages on the mainland to purchase, in Hainan, at a cost of \$2.50 to \$3, some four or five pigs, there being generally ten to a family, and bring them until they are about eight months old when they are worth between \$20 to \$25 a head in the local market. For the information of the public I have prepared an account of the expenses, etc., in connection with the working of a pig farm, showing how, at the end of six months, the natives who bought six young pigs are enabled to make a profit on the sale of the animals of \$290. The following is a pretty fair estimate of a farm with a hundred pigs:—

To purchase of 100 young pigs, two months old, at \$3 each for rearing for market	\$300.00
Cost for foodstuff, per month, at \$1.50 per head	500.00
Rent for sties for six months	120.00
Caretakers' wages, two at \$5 each per month	120.00
Salaries at \$5 per month	30.00
Loss by disease, say six pigs valued at \$20 each	120.00
Profit on sale at the end of six months	290.00

By amount realised by sale of 94 pigs to the Hongkong butcher at \$20 each, at the end of six months \$1,880.00 In the above estimate I have left a large margin for carters' or caretakers' salaries, while I have done the same in regard to foodstuff, which the animals almost invariably pick up in the streets only receiving a small allowance from the farmer. A pig eight months old should fetch between \$20 and \$25, so that the profit would be still larger.—Yours etc.

Hongkong, 13th March, 1905.

SUBSCRIBER.

C. B. FRY ON CRICKET.

HINTS TO HONGKONG PLAYERS.

The *Magazine* of the Victoria Recreation Club for March gives a very complete summary of sport in Hongkong during the past month. On this occasion the editor has had the unusual luck of getting an original article from Mr. C. B. Fry, the English cricketer; it appears as the first article in the magazine under the title "A Chat on Cricket." It seems that a copy of the first number was sent to C. B. Fry, who immediately sat down and penned the article, now published, sending it along to Hongkong with the laconic remark:—"Enclosed may come in my first, I believe it is sound." In the course of his advice to players he says:—"To make a stroke with the correct action, and to time the ball, are two distinct things. The surest way of improving your strokes at cricket is to discover how each of them ought to be made. Cricket requires a combination of intellectual and physical qualities, broad and open shoulders, stout arms and quick legs, with patience, calculation and promptness of execution. A player's success depends on his own natural abilities, his keenness and perseverance and temperament. Give me the worker against the loafer in or out of cricket, any day. There are also hints on the selection of a team, hints to the captain, bowlers and players. It is a decidedly interesting contribution. Mr. T. C. Gray discourses pleasantly on the recent trip of the Hongkong Club to Swatow, from which it would appear that the visitors were almost sufficed with the varieties of that city. Mr. G. A. Caldwell is the first of what promises to be a series of character sketches of Hongkong's sportsmen. Some readable paragraphs on boxing, football, golf, hockey, etc., are furnished. A snappy article entitled—"Some characteristics of Hongkong Rugby players" just fails to be convincing on account of the praise being somewhat too freely bestowed. The only one who comes in for anything like a stinging is Mr. T. C. Gray, which almost leads one to believe that he was the writer. Of Mr. Gray it is said:—"Turned out this season for the first time since 1901. A most erratic back, fields and tackles well at times, but is a very weak kick. May improve." On the whole the magazine is a creditable production and should be in the hands of every sportsman in the Colony.

TANJONG PAGAR DOCK.

EXPROPRIATION BILL.

[Concluded from yesterday.]

MR. TURNER.

Mr. Turner said.—The acquisition of the T. P. D. Co.'s property by the Government of the Straits Settlements for which this bill provides will, I am convinced, serve the best interests of the Colony. Not only will this be so as regards Singapore, but for Penang also the measure is highly desirable. The North Settlement is the natural outlet, or inlet, for a much larger share of the trade of the peninsula than it is generally credited with being, but facilities for dealing with that trade are urgently needed. The Company's property at the mouth of the Prye River is the most convenient starting point, in fact I may almost say the only starting point from which to carry out works to give the required facilities. As it is to government we must look for carrying out works of the magnitude that these should ultimately be, it is necessary that the property be vested in Government. The more closely one looks at the proposed measure in all its bearings, the more obvious its advantages to the Colony become.

MR. TAN JIAK KIM.

Mr. Tan Jia Kim supported the Bill. Chinese ships had found it necessary to keep away from the docks on account of the enormous charges. He had made careful inquiry and he could assure the Council that Chinese traders were unanimous in supporting the Government in acquiring this property. He was not prepared to discuss the details and he was not prepared to assent to the 5% charge but that could be discussed in committee. He supported the bill because he thought it would be for the public good. (Hear, hear.)

THE COLONIAL SECRETARY.

Mr. F. G. Lennox congratulated the newest member on the way he had carried out his gladiatorial duties. The despatch of the Secretary of State was not to be taken as an indictment of the company as such, but the question was, to put it plainly, whether they should subordinate the most important commercial and shipping facilities of the Port to the interests of the shareholders, or promote the best interests of the Colony. Was it to be the domination of the dividend or the control of the Colony? Correspondence and figures already quoted had anticipated him—he was thankful to say—and shown that in the past there had been a deficiency of wharf accommodation and there were grave grounds for doubting the ability of the Co. to provide what was wanted. It was a matter which should not be measured by the amount spent by the Board, if the dividends paid, but by the requirement of the trade of the Colony. Apart from any discussion of fact fiction or dissatisfaction with the Dock arrangements, and the anticipation of further delay under the existing regime, was the question of finding the capital. They had been told that the required capital was "practically" secured. They were told that the directors "could not hope to obtain the money." And later that they hoped to get it from customers. Those customers would look for a return either in enhanced dividends, that is enhanced charges, or a greater measure of control, meaning a closer monopoly. The Secretary of State had dealt with the overtures made for financial aid and greater Government control. He came to the conclusion that there was but one course open—for the Government to step in and take over the property. He was sure the public would agree that when a monopoly which had been controlled thousands of miles away and in the interests of shareholders, was succeeded by a trust belonging to the Colony, managed on the spot by its best business men on the ordinary principles of commercial administration, and that administration supported by public opinion and backed by public money—it needed no argument to prove that it would strengthen the trade of the Colony and promote its best interests, making its commerce the paramount consideration.

THE COLONIAL ENGINEER.

said that reference had been made to his department and the quarantine station. He would say that when the matter had been decided upon, permanent works to the value of £350,000 were completed in six months. As regards the Singapore River improvements, they needed a good deal of surveying work and boring. When they were finished a report would go in to Government. One gentleman had mentioned that some mud-larking had been going on. The *Mudlark* had been at work to some purpose and removed a quarter of a million tons of silt (hear, hear).

SIR JOHN ANDERSON.

The Governor said he did not propose to go into all the matters that had been touched upon that afternoon. He wished to associate himself with what had been said of Mr. Sheldford. From his speech that afternoon he had shown himself a worthy son of a worthy sire, a chip of the old block. It had been said that he himself was not in favour of expropriation at first. The idea had not occurred to him of trusting the harbour and Tanjong Pagar to such a board as the Secretary of State suggested. But he would like to point out that he had held and still held, equally with the Secretary of State, the view that it was essential in the interests of the port and the people of Singapore that

TANJONG PAGAR SHOULD BE CONTROLLED BY SINGAPORE.

The Secretary of State had made it clear that the attitude of the London Committee was "we will have no control unless our 12 per cent is guaranteed." What did the late Chairman of the Company say at the meeting to which so many references had been made? When the scheme for improvement was brought forward they refused to have it published "unless it could be accompanied by a statement showing how the works recommended could be financed without endangering a dividend of 12 per cent." He added that a dividend of 12 per cent was very unlikely indeed to be maintained. He also, curiously enough, prophesied that the effect of referring Mr. Nicholson's report to another expert would be to increase it by 25 per cent, which is exactly what has happened.

WHAT CHANCE 12 PER CENT.

If it would have been difficult to maintain the 12 per cent dividend on works to cost twelve million dollars, what chance would there be of doing it on works costing 15 million dollars? The Company would have to undertake great works not immediately remunerative. The re-

construction of the wharves would be dead work for the time being. The increased charges would have to come either out of dividends or from increased rates. It had already been said that he had brought no charges against the Company. The late Chairman of the Company had himself done so, and to his mind they had not been answered. He gave distinct instances and repeated that the policy of the London Committee was that the 12 per cent dividend was not to be touched. For these reasons and for reasons of public policy he thought there was sufficient justification for the course they had adopted.

'HIGH-HANDED' AN EPITHET OF ABUSE.

Their action had been called high-handed. High-handed was an epithet of abuse and not much of an argument, but if it were applied because they had taken immediate action, surely the action taken six months hence would be equally high-handed. Their justification for their action was that the Co. had been charged with a great public trust; it had declared itself unable to carry out that trust except on conditions that would seriously inconvenience the public. That was a reason for relieving them the trust which they could not or would not discharge and putting it into other hands. They had been told that the 8,000 shares would have given them a quarter of the voting power of the Company. What was the use of that? The whole case was that the control had been away from Singapore, instead of resting in Singapore. Possession of voting power would not remove the effective control from London. To give Singapore the control of the Docks, the control of the Co. must be in Singapore and that was the object of the measure.

THE DIRECTORS' SCHEMES.

It had been said that the directors were ready with their scheme of finance. The Council had not been furnished with any of the particulars which would make that argument of much value. No doubt there were many points that could be further considered in Committee, the question of payment for compulsory acquisition for instance. But he would remind the Council that a good many of the expenses which generally went to meet were already included in the clauses of the bill. Why should the Government pay the full value of the shares and recoup the shareholders for any inconvenience caused by compulsory acquisition, and then add

FIFTEEN PER CENT. MORE.

out of the pockets of Singapore? That is what it comes to (said the Governor): we give them everything they can possibly claim, the value of the property is assessed as fairly as it can be, and then we are to add fifteen per cent. He could hardly find words to express his surprise at the idea. That the Government as trustees for the public—for government has no money of its own, and if you pay money you must get it from the public, from the tax-payer and shipper of Singapore—should have to pay that fifteen per cent extra was monstrous, and we could not look at it for a moment. At all events gave a fair price, but why add to that fair price 15 per cent?

WHOSE FAULT WAS IT.

He thought there was a difference in opinion between Mr. Sheldford and Mr. Anderson as to who was responsible for the delay in carrying out the schemes of improvement. He himself had gone through the files as far ago as 1899, when there was a special reference for renewals which was absorbed when the nominal value of capital of the company was doubled, so that \$1,500,000 became by a stroke of the pen \$3,000,000. That was done by orders of the London Committee, he presumed, and was their answer to the recommendation of the Singapore directors that the wooden wharf should be changed into a permanent structure. He was rather surprised to hear from Mr. Sheldford that this was to be a sort of naval contribution. That was the effect of a brilliant imagination, but it had never occurred to him and he could not conceive on what grounds it could be justified. He would like to say that, as regards the delay in straightening the wharves, he could not admit that the Government was responsible for that. The delay arose because the Singapore Board of Directors could not send in any communication to Government without first submitting it to London.

HOPE, NOT DESPAIR.

A point he would refer to was the lurid picture that had been drawn of the difficulties that would arise when the Government took over the Docks, when decreased sources of revenue and misfortunes would dog their footsteps. Why should a Board of gentlemen, backed by the financial assistance of the Government, nominated from among the best merchants in Singapore, not be able to manage as nominees of the Government what they now manage as the nominees of the shareholders? He must admit that if the price to be paid for the concern was an exorbitant one, it would be difficult for government to carry out the programme of new works laid down without resorting to other sources of revenue. But he had no reason to suppose that the arbitrators would pay other than a fair amount; that they would not take into account the future as well as the present of the company; that the company was being offered a very large sum for its shares which could have been had only a month or two ago for a less sum; and further that the shares which have been paying 12 per cent could not, on the authority of their late chairman, have continued to pay anything like that. It had been asked how the Government were going to work this or that part of the business. He was certainly not going to commit himself on any matter of that kind until he had had the advice of those who had been associated with it for so long.

THE JUSTIFICATION FOR THE MEASURE.

The justification of the measure, if justification were required, was that the money required for the extension which their own experts stated were so necessary would be placed at the disposal of the new Board by the Government. Instead of the money having to be borrowed at 6 per cent, it will be borrowed at a lower rate and the benefit would accrue to the trade of the port. As regards the five per cent charge, he would only say that it had been put in the bill by the Secretary of State, and he thought it would have been very unsafe to put in a lower rate.

THERE HAD TO BE A SINKING FUND OF ONE PER CENT.

and he did not think five per cent was a very wide margin, or that it could be safely reduced. It was absolutely necessary from the first that the new harbour board should be self-supporting. It would no longer have to satisfy shareholders and therefore would have no particular object in raising rates, the main object being to increase the efficiency and cheapness of the port. They would have every incentive not to increase expenses more than was absolutely necessary in the interest of good management, and he hoped they would become a concern like the Mersey or Bombay Trust—it was absolutely essential that they should pay their way—but backed with the credit of the Government and managed by themselves in the interest of the trade of the Colony. (Applause.)

The motion was then put. It was declared carried. On a division being called for, Messrs. Sheldford and Waddell voted "No" the remainder of the Council "Aye," the bill being thus carried by ten votes to two.

To-day's Advertisements.



CITY HALL.

UNDER THE PATRONAGE OF H.E. THE GOVERNOR.

MR. EDWARD BRANSCOMBE'S

WESTMINSTER GLEE AND CONCERT PARTY FROM LONDON.

FOUR CONCERTS ONLY.

FRIDAY, 24th March,

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The Programmes include a unique collection of

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The English Tenor.

FOUR BOY SOLO SOPRANOS,

Leading London Cathedral Chorists.

Box Plan ROBINSON PIANO Co.

Prices \$3, 2 and 1. Concert 9-11 P.M.

Hongkong, 14th March, 1905. [364]

NOTICE.

MR. FREDERICK SALINGER will sign our firm per procuration during the absence from the Colony of Mr. H. E. TOMKINS.

REISS & Co.

Hongkong, 13th March, 1905. [363]

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

F4, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand pianos from \$200 upwards, and a written guarantee for a test period of 120 days given for each instrument.

A large consignment of records at the low figure at \$1.80 each, 5% on wholesale orders. The largest and most varied stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFTY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [65]

THEATRE ROYAL,
CITY HALL.

THE EVENT OF THE SEASON.

THE DALLAS-BANDMANN
OPERA CO.

CONSISTING OF

35 ARTISTES 35

TO-NIGHT! TO-NIGHT!

TUESDAY, 14th March,

"THREE LITTLE MAIDS."

TO-MORROW,

(WEDNESDAY), 15th March,

"THREE LITTLE MAIDS."

THURSDAY, 16th March,

Grand Production of

"THE GIRL FROM KAYS."

From the Apollo Theatre, London.

FRIDAY, 17th March,

"THE GIRL FROM KAYS."

Doors open 8.30 P.M.

Commence 9.00 P.M.

PRICES AS USUAL.

Plan at Messrs. ROBINSON PIANO Co., Ltd.

Late Train 15 minutes after the Performance.

F. C. GARTON,

Business Manager.

Hongkong, 14th March, 1905. [35]

THE DAIRY FARM CO., LIMITED.

AUSTRALIAN FRESH MEATS.

BEEF—Sirloin per lb. 30 cents.

Rump Steak " 30 "

Porterhouse Steak " 30 "

Suet " 20 "

Soup Meat " 16 "

MUTTON—Legs " 32 "

Loin Chops " 32 "

Rib Chops " 28 "

Fore Quarters " 24 "

Breast " 12 "

Sheep Tongues each 20 "

Sheep Kidneys " 5 "

LAMB—Hind Quarters per lb. 35 "

Legs " 36 "

Loin Chops " 36 "

Rib Chops " 34 "

Fore Quarters " 30 "

PORK—Legs " 45 "

Loin " 45 "

Chops " 40 "

Shoulder " 30 "

Sausages " 50 "

Fritz Sausages " 60 "

CORNED MEAT (OUR OWN PICKLING).

BEEF—Corned Round per lb. 35 cents.

Corned Brisket " 25 "

PORK—Corned " 30 "

POULTRY.

HOUSE FED CAPONS, and CHICKENS

(own feeding) per lb. 32 cents.

HOUSE FED TURKEYS

(own feeding) " 70 "

SPECIAL NOTICE.

All the meat imported by us is officially examined and certified in perfect condition before shipment.

Hongkong, 14th March, 1905. [45]

To-day's Advertisements.

TO LET.

HOUSE in CLIFTON GARDENS, Conduit Road, from 1st July.

Apply—

THE MEDICAL HALL.

Hongkong, 14th March, 1905. [366]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ALCINOUS"	15th March.
GLASGOW and LIVERPOOL	"OANFA"	17th March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.

S.S. "ALCINOUS" left Singapore at daylight on the 9th inst., and is expected to arrive here on the 15th.

S.S. "Oanfa" left Singapore p.m. on Saturday and may be expected to arrive here 17th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	15th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	15th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	18th March, p.m.
For Freight, apply to	"TELEMACHUS"	20th April.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOV, MANILA, CEBU and ILOILO	"KAIFONG"	15th March.
SHANGHAI	"HANGCHOW"	16th "
KOBE	"CHINGTU"	21st "
CHEFOO and TIEN SIN	"KANSU"	25th "
CEBU and ILOILO	"HUNGKIANG"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

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AGENTS.

Hongkong, 14th March, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
2AFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th March, at 10 A.M.
RUBI	2540	A. H. Notley	"	SATURDAY, 25th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th March, 1905.

AMERICAN ASIATIC STEAMSHIP
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FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4370	Wagner	March 31st, 1905.
"NUMANTIA"	4370	Bremer	April 20th, "
"ARABIA"	4483	Bahle	May 11th, "
"ARAGONIA"	5108	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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Hongkong, 10th February, 1905.

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"NUMANTIA"	4370	Bremer	April 20th, "
"ARABIA"	4483	Bahle	May 11th, "
"ARAGONIA"	5108	Schuldt	May 30th, "

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rivalled Table. Duly qualified Surgeon carried.
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THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey...\$1.
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West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

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THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
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Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents; Return, 50 cents; Stewards, 10 cents.
TIPFID and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
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the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
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Hongkong, 5th November, 1904.

"SHIRE" LINE OF STEAMERS.

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THE Company's Steamship

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C. H. Birch, Commander, will be despatched for
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for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
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JARDINE, MATHESON & Co.,
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Hongkong, 13th March, 1905.

REGULAR STEAMSHIP SERVICE
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(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG,

1904. About

"SAINT FILLANS" 23rd March, 1905.

"LOWTHER CASTLE" 18th April, "

For Freight and further information, apply
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Hongkong, 9th March, 1905.

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STEAM FOR

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THE Imperial German Mail Steamship

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Capt. P. Grosch, due here with the outward
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after arrival.

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TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

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SHIPS Coaled from alongside at the shortest
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Prices Moderate. Telephone No. 329.
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Consignees.

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"NASSOVIA."
Captain Cantiery, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 3 P.M.
No Fire Insurance has been effected.HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 13th March, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

THE Steamship

"GLENESK,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.Goods not cleared by the 16th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.McGREGOR BROS. & GOW.
Hongkong, 9th March, 1905.FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SILESIA,"
Captain Bable, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 15th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th instant at 3 P.M.
No Fire Insurance has been effected.HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 8th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NURIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. China.
From Calcutta, ex S.S. Sumatra.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 P.M., TO-DAY.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 10th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th December, 1904.

Notice of Firm.

P. & O. S. N. Co.
NOTICE.UNDER instructions from the General
Managers, Mr. L. S. LEWIS will be
in Charge of the Company's business at this
Port during my absence from the Colony on
leave.E. A. HEWETT,
Superintendent.
Hongkong, 11th March, 1905.

Intimations.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, on THURSDAY,
the 23rd March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1904.The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 4th March, 1905.

LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, Pedder's
Street, on THURSDAY, the 23rd March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1904.The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 23rd March,
both days inclusive.JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 4th March, 1905.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.THE TWENTY-SECOND ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Company's Office, St. George's
Building, No. 6, Connaught Road, Victoria, on
SATURDAY, the 25th March, 1905, at 11 A.M.,
for the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1904.The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, the
22nd March, to SATURDAY, the 25th March,
both days inclusive.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1905.

ASSOCIATION OF YORKSHIREMEN IN
HONGKONG AND CHINA.THE ANNUAL DINNER will take place
at the HONGKONG HOTEL, on SATUR-
DAY, the 18th of March.Yorkshiremen intending to be present are
requested to communicate with the Under-
signed.As decided by the Parent Society the term
"YORKSHIREMEN" includes the following:—
(1) A person born in Yorkshire. (2) A person
of Yorkshire parentage on either side. (3) A
person who is identified by residence with the
County of York.ARTHUR CHAPMAN,
Hon. Secretary.

Hongkong, 28th February, 1905.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:—On MONDAY, 13th March:—
From Pak-sha-wan, towards entrance to
Junk Bay, at ranges of 600 to 4,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.On WEDNESDAY, 15th March:—
From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.On FRIDAY, 17th March:—
From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.If the weather is unfavourable on either
of the above dates, Practice will take place on the
following day.

Intimations.

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Dei Vieux Road.

Hongkong, 11th May, 1904.

IMPORTANT NOTICE.

MR. RUTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.

H. RUTONJEE,

No. 5, D'Almeida Street, Hongkong.

No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905.

SAVARESE'S SANDAL CAPSULES.

Efficiently and absolutely pure English Oil of Sandalwood in gelatin capsules. Full directions. All Chemists.

Insist on SAVARESE'S.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 19th April, 1905.

THE CURE FOR MEN & WOMEN.

OLD BY CHEMISTS.

Handwritten on request.

THE HONGKONG CHEMICAL CO., LTD.

CINCINNATI, O., U.S.A.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 12nd September, 1904.

Sanitas

Unequaled Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and admirably prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong antiseptic and deodorant, than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

are the safest and most convenient means of fumigation. For the disinfection of infected places, bedding, clothing, etc. they are both effective and economical. Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN, LONDON, E.

Shipping.

Arrivals.

Australian, Br. s.s. 1,784, W. G. McArthur, 13th Mar.—Sydney 18th Feb. and Manila 11th Mar. Gen.—S. T. & Co.

Changsha, Br. s.s. 1,463, T. Moore, 13th Mar.—Kobe 6th Mar. and Kuchinozu 8th Mar. Gen.—B. & S.

Zafiro, Br. s.s. 1,611, R. Rodger, 13th Mar.—Manila 11th Mar. Gen.—S. T. & Co.

Yuenang, Br. s.s. 1,128, P. H. Rolfe, 13th Mar.—Manila, P.I. 10th Mar. Gen.—J. M. & Co.

Chunssang, Br. s.s. 1,418, R. Cox, 13th Mar.—Hongkong 10th Mar. Gen.—J. M. & Co.

Borneo, Ger. s.s. 1,344, E. Muhle, 13th Mar.—Sandakan 8th Mar. Timber and Gen.—M. & Co.

Boiscombe, Br. s.s. 2,445, Mackay, 13th Mar.—Durban 5th Feb. Gen.—Order.

Fido, Nor. s.s. 890, J. Lansen, 13th Mar.—Cardiff 11th Jan. Gen.—Order.

Hagel, Br. s.s. 788, S. Stensen, 13th Mar.—Newport 14th Jan. Coals—Order.

Lydia, Ger. s.s. 1,771, J. Ernst, 13th Mar.—Wuhu and Chinkiang 10th Mar. Gen.—S. & Co.

Stentor, Br. s.s. 4,308, Chas. Jackson, 14th Mar.—Shanghai 11th Mar. Gen.—B. & S.

Wongang, Br. s.s. 1,127, M. S. Malkin, 14th Mar.—Canton 13th Mar. Gen.—J. M. & Co.

Empress of China, Br. s.s. 3,046, R. Archibald, R.N.R., 14th Mar.—Vancouver, B.C., 21st Feb. and Shanghai 12th Mar. Mails and Gen.—C. P. R. Co.

Choyang, Br. s.s. 1,424, H. Roope, 14th Mar.—Shanghai 8th Mar. and Swatow 12th Mar. Gen.—J. M. & Co.

Clearances at the Harbour Office.

Hongkong, for West River.

Giang Be, for Kobe.

Umballa, for Yokohama.

San Cheong, for Canton.

Taipei, for Saigon.

Loongnong, for Shanghai.

Progress, for Bombay Reef.

Caet, for Bangkok.

Haining, for Shau-tung.

Daya Maru, for Nagasaki.

Pak Kong, for West River.

Ramora, for Kobe.

Shun Lee, for West River.

Taming, for Manila.

Paul Beau, for Canton.

Kwongtung, for Canton.

Lighting, for Singapore.

Eva, for Saigon.

Wo Kwai, for West River.

Departures.

Mar. 14.

Haitan, for Swatow.

Gaea, for Bangkok.

Lanshan, for Shanghai.

Florida, for Sasebo.

Lisa, for Chinkiang.

Vanilla, for Sasebo.

Kwongtung, for Canton.

Lighting, for Calcutta.

Ischia, for Bombay.

Loongnong, for Shanghai.

Eiger, for Chinkiang.

Taming, for Manila.

Tungtung, for Shanghai.

Aperade, for Haiphong.

Giang Be, for Kobe.

Per Borneo, from Sandakan—Rev. Father de Vette, and 110 Chinese.

Per Changsha, from Hongkong—Messrs. A. Bryson and A. E. Millar.

Per Changsha, from Kobe, &c.—Mrs. and Miss Fraser, and Mr. Kato.

Per Yuenang, from Manila—Messrs. Vincent Perez, John Sasse, S. S. Carter, Chas. A. Roberts and J. B. Galloway.

Per Zafiro, from Manila—Mrs. Clover, Miss E. Clover, Miss B. Clover, Mrs. Monguillu, Mr. Albert Milwood, Mr. and Mrs. Ah Gee and children, Miss Bassett, Rev. and Mrs. Snook, L. Henderson, Capt. Schley, Mr. A. Raham and 2 Chinese.

Per Choyang, from Shanghai, &c.—Mrs. and Miss Heard, Mr. Yarrow, and 107 Chinese.

Per Canton—Mr. Lutz.

Per Australian, from Sydney for Hongkong—Messrs. R. Wilcox, Harriell, Gibb, Mr. and Mrs. Bloomfield, Mrs. S. R. Bloomfield, Mrs. St. John George, Messrs. G. Topham, Wilson, P. Cornwell and Glee. For Shanghai—Miss Ford, Messrs. McAllister and Fitzgerald. For Kobe—Mrs. King. For Yokohama—Mr. Wilgall, and Dr. Macgregor. For Brisbane for Shanghai—Messrs. F. Forsyth and J. Brown. From Thursday Island for Kobe—Mr. W. D. Roach. From Manila for Yokohama—Dr. and Mrs. Yegawa. Mrs. Ume Dobaru and child, and Mrs. Okumura.

Per Empress of China, from Vancouver—Mr. J. L. McPherson, Capt. G. A. Forsaith, Messrs. W. Helms, J. H. McGuffie, Mr. and Mrs. Yip Yen, Mrs. Yip Yen, Master Yip Wing Guey, Miss Yip Guey May, Master Yip Wing Tong, Miss Yip May Young, and 60 Chinese. From Yokohama—Staff Surgeon R. J. Keown, R.N., and 2 Chinese. From Shanghai—Mr. Brefford, Mrs. G. St. John, Mr. Alex. Ross, Rev. W. Robins, and Mr. V. P. Garcia.

Shipping Report.

Str. *Sanitor* from Shanghai—Light winds, smooth sea, and dense fog.

Str. *Australian* from Sydney—Moderate wind, fine weather, and smooth sea throughout.

Str. *Yuenang* from Manila—Moderate N.E. and N.W. winds, sea smooth throughout, fine weather, passage ends with thick fog.

Str. *Borneo* from Sandakan—In the Sulu sea had moderate N.E. trade wind, and moderate swell in the Chi sea from 12-16° N., fresh Ely winds, lively swell, from thence to port smooth sea, variable light winds, foggy near the coast.

Str. *Changsha* from Kobe—There to Kuchinozu moderate to fresh Wly breezes, fine and clear weather, smooth sea throughout, thence to port fresh to light variable breezes, fine and clear weather to Chapel Island, when foggy weather was experienced to halong Point, thence to arrival fine hazy weather, smooth sea throughout.

Vessels in Port.

STEAMERS.

Arratoon Apar, Br. s.s. 2,931, E. Fey, 9th Feb.—Calcutta via Penang and Singapore 3rd Feb. Gen.—D. S. & Co., Ltd.

Athenian, Br. s.s. 4,000, S. Robinson, 10th Mar.—Vancouver, B.C., and Vancouver 7th Mar. Gen.—C. P. R. Co.

Auchenard, Br. s.s. 2,250, Crowder, 7th Mar.—Kuchinozu and Mar. Gen.—M. B. K.

Borneo, Br. s.s. 404, A. C. Stewart, 13th Mar.—Singapore 3rd Mar. Gen.—Order.

Chingto, Br. s.s. 1,459, J. McD. Howie, 4th Mar.—Melbourne 25th Jan. and Manila 1st Mar. Gen.—B. & S.

Confidanza, Ital. s.s. 1,608, R. Lico, 11th Mar.—Mojito 6th Mar. Gen.—J. C. J. L.

Dalya Maru, Jap. s.s. 1,712, A. Yokoyama, 10th Mar.—Mojito 6th Mar. Gen.—H. U. Jaffier.

Doti, Nor. s.s. 629, J. Gjemre, 11th Mar.—Bangkok 2nd Mar. Rice—Chinese.

Germania, Ger. s.s. 1,714, J. Bruhn, 8th Mar.—Saigon 3rd Mar. Rice—J. L. & Co.

Hongkong, Br. s.s. 742, A. Suzutou, 12th Mar.—Haiphong via Hallow 11th Mar. Gen.—A. R. M.

Ikal, Br. s.s. 3,490, Robertson, 10th Feb.—Durban 17th Feb. Ballast—G. L. & Co.

Kaifong, Br. s.s. 1,200, E. Finlayson, 11th Mar.—Cebu and Iloilo 7th Mar. Gen.—B. & S.

Kathania Park, Br. s.s. 3,075, W. H. Capp, 12th Jan.—Sasebo (Japan) 8th Jan. Light—G. L. & Co.

Laertes, Br. s.s. 1,351, J. B. Jackson, 5th Mar.—Saigon 28th Feb. Rice and Meal—Chinese.

Madeline Rickmers, Ger. s.s. 1,439, D. Reimers, 11th Mar.—Bangkok 4th Mar. Gen.—B. & S.

Mercedes, Br. s.s. 2,925, G. S. McGreor, 1st Mar.—Hallow 25th Feb. Ballast—Naval Stores.

Nassovia, Ger. s.s. 3,500, Cantling, 13th Mar.—Singapore 4th Mar. Gen.—H. A. L.

Onsang, Br. s.s. 1,797, J. T. Davies, 10th Mar.—Samarang 27th Feb. Sugar—J. M. & Co.

Paknam, Ger. s.s. 3,004, P. Denker, 12th Mar.—Bangkok 2nd Mar. Rice—B. & S.

Sungkiang, Br. s.s. 3,281, Pennfether, 11th Mar.—Hallow 7th Mar. Gen.—B. & S.

Taishan, Br. s.s. 1,731, A. Jones, 11th Mar.—Saigon 6th Mar. Rice, Meal and Gen.—B. & Co.

Tetartos, Ger. s.s. 1,578, J. Deiler, 19th Feb.—Mojito 14th Feb. Coal—S. & Co.

Triumph, Ger. s.s. 769, A. Hansen, 11th Mar.—Fochow 8th Mar. Amoy 9th, and Swatow 10th, Gen.—J. & Co.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug. 1904, Petroleum—S. O. Co.

King George, Br. ship, 2,057, J. White, 11th Feb.—Philadelphia, U.S.A. 5th Sept. 1904, Case Oil—S. O. Co.

Manuel Laguna, Br. ship, 1,646, D. G. Nickels, 11th Feb.—Cheloo 4th Feb. Ballast—Order.

Saint Louis, Fr. ship, 1,625, Malis, 23d Feb.—New York 4th Nov. Oil—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Alcinous	Singapore	B. & S.	Mar. 15
Ceylon	Singapore	P. & O. Co.	Mar. 17
Beira	Singapore	N. Y. K.	Mar. 18
Tonkin	Singapore	M. M.	Mar. 20
Slavonia	Singapore	H. A. L.	Mar. 20
Kumang	Singapore	J. M. & Co.	Mar. 22
Tartar	Vancouver	C. P. R. Co.	Mar. 23
Nicomedia	Portland	P. & A. Co.	Mar. 23
Claverbum	New York	S. T. & Co.	April 25

Hongkong & Whampoa Dock Returns.

U.S.A.T. Litchum ... at Kowloon Dock.

Sobralense ... " " "

Venus ... " " "

H.M.S. Janus ... " " "

U.S.S. Callao ... " " "

Clara Jensen ... " " "

Chingto ... " " "

Hallow ... " " "

Ships Passed The Canal.

Outward—17th February—*Alcinous, Oanfa, Ceylon, Heatherbell, Indra, 21st February—Benvenuta, 25th February—Tonkin, Serbia, Infeld, Koorvan, Raz Rova, Shikhatap, 28th February—Segovia, Neumuhlen, Palma, Dagny, Hilarity, 4th March—Jason, Karoon, Cairo, Allemant, 7th March—Indramayo, Annam, Bhalder, Orange, 7th March—Hall, Panna, Prince, 11th March—Dardanus, Zilem, Anglia, Stefnay, Queen Alexandra, 11th March.*

Homeward—13th February—*Bayern, 27th February—Croydon, 7th March—Patriot, 21st February—Kinloch, Australia, 28th February—Armenia, Glisla, Moyuna, Room, 3rd March—4th March—C. Ford Latiss, Hector, 6th March—Shimoda, 7th March—Binkmond, Ernst Simons, Laos, Palawan, 11th March Bayern, 13th March—Hyson.*

Post Office.

A Mail will close for—

Macao—Per *Winghai*, 15th Mar., 7.30 A.M.

Canton—Per *Powan*, 15th Mar., 7.30 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 15th Mar., 9 A.M.

Shanghai, Moji and Yokohama—Per *Australian*, 15th Mar., 9 A.M.

Bangkok—Per *Doli*, 15th Mar., 9 A.M.

Singapore, Penang and Bombay—Per *Ischia*, 15th Mar., 10 A.M.

Tientsin, Chefoo and Newchang—Per *Skuld*, 15th Mar., 10 A.M.

Europe, &c., India, via Taitcorin—Per *Princess Alice*, 15th Mar., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 15th Mar., 11 A.M.

Macao—Per *Heungshan*, 15th Mar., 1.15 P.M.

Tientsin—Per *Wosang*, 15th Mar., 3 P.M.

Amoy, Manila, Cebu and Iloilo—Per *Kaifong*, 15th Mar., 3 P.M.

Canton—Per *Honam*, 15th Mar., 5 P.M.

Kongmoon, Kunchuk and Kaukong—Per *Tak Hing*, 15th Mar., 5 P.M.

Namtao—Per *Taichun*, 15th Mar., 5 P.M.

Sambue—Per *Hot Fu*, 15th Mar., 5 P.M.

Macao—Per *Winghai*, 16th Mar., 7.30 A.M.

Canton—Per *Fatshan*, 16th Mar., 7.30 A.M.

Saigon—Per *Loriss*, 16th Mar., 9 A.M.

Macao—Per *Heungshan*, 16th Mar., 1.15 P.M.

Shanghai—Per *Hongchow*, 16th Mar., 3 P.M.

Kongmoon, Kunchuk, Shihing and Tak-hing—Per *Samui*, 16th Mar., 3 P.M.

Canton—Per *Powan*, 16th Mar., 5 P.M.

Namtao—Per *Taichun*, 16th Mar., 5 P.M.

Sambue—Per *Hot Fu*, 16th Mar., 5 P.M.

Kongmoon, Kunchuk and Kaukong—Per *Hongkong*, 16th Mar., 5 P.M.

Macao—Per *Winghai*, 17th Mar., 7.30 A.M.

Macao—Per *Heungshan*, 17th Mar., 1.15 P.M.

Manila—Per *Zafiro*, 18th Mar., 9 A.M.

Batavia, Samarang, Sourabaya and Macassar—Per *Typhat*, 18th Mar., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Adriana*, 18th Mar., 3 P.M.

Europe, &c., India, via Taitcorin—Per *Oceanic*, 21st Mar., 11 A.M.

Singapore, Penang and Calcutta—Per *Sut-jang*, 21st Mar., 2 P.M.

Kobe—Per *Chingto*, 21st Mar., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 24th Mar., 11 A.M.

Manila—Per *Rubi*, 25th Mar., 9 A.M.

Europe, &c., India, via Taitcorin—Per *Malla*, 25th Mar., 10.45 A.M.

Cebu and Iloilo—Per *Sungkiang*, 25th Mar., 3 P.M.

Chefoo and Newchang—Per *Huanan*, 25th Mar., 3 P.M.

VISITORS AT THE HOTELS.

PAK.

Atkinson, R. D. Martin, R.

Beattie, M. P. Moxon, Mr. and Mrs. Herbert

Bentwick, Capt. and Oliver, Mr. and Mrs. Ollie, F. B.

Boyle, Lady F. and maid O'Neil, J. L. Hough

Bunney, Col. and Mrs. Parker, R.N. A. R.

F. W. and children Parker, Mrs.

Chapman, A. Parry, Major

Chichester, Major and Paxton, Capt. H. W.

Mrs. A. A. Phillips, Major

Courtney, G. Pollock, A.C. Mr.

David, A. J. Rymer, Mr. and Mrs.

David, Jr., Mr. Sawyer, Mrs.

Dixon, Mr. Smith, C. W.

Dymock, Lieut. A. Smith, A. Findlay

Gales, Capt. Smith, Mr. and Mrs.

Grant, A. R. Spalckhauser, W. O. C.

Hassan, Mr. and Mrs. Stevenson, D.

Haynes, Col. Steen, Mr.

Hazeland, F. A. Stokes, Mr.

Holgaun, A. Story, Mr.

Holborow, Mr. Thomson, Mr. & Mrs.

Hudig, D. W.

Jeffries, H. U. Uffel, W. von

Joseph, Mr. and Mrs. Watkins, R.E., Capt.

Josling, Major C. L. and Mrs.

Keye, Major and Mrs. White, Dr. and Mrs.

Lang, Mr. M. J.

Louder, Mr.

CRAIGIEBURN.

Bird, Mr. & Mrs. L. G. Skottowe, Mr. and Mrs. Darr, G. H.

Franklin, G. Smith, Mr. and Mrs.

Gaskell, Mr. and Mrs. Grant

Holmes, N. M. Southam, Mr. and Mrs.

Morrell, G. E. and child

Nicholls, E. A. Webb, Mr. and Mrs.

Riadore, R.N., Lieut. Montague

Commander & Mrs. Woodward, Mr. & Mrs. and children

Smith, E. Grant

KOWLOON.

Baumann, Alog. Rouff, Morrel

Heniot, R.M.L.I., Capt. Stevenson, Lt.-Comdr.

and Mrs. Mackay and Mrs.

Little, J. M. Tuke, Capt. and Mrs.

Mitchell, Mr. Watson, Mr. and Mrs.

Rowe, Mrs. W. E. and W. H. child

OCCIDENTAL.

Banda, F. Loias, Mr. and Mrs.

Brown, Mr. T. C. and daughter

Chandler, Lieut. Mathies, P.

Fries, Mr. Munro, Miss A.

Furth, H. Nast, V.

Guerin, C. N. Reichel, W.

Key, Dr. Rober, Capt. W.

Kiens, L. Roth, Dr.

Lloyd, Mr. and Mrs. Twyne, Mrs.

and child Worsnap, Capt.

HONGKONG.

Almond, Capt. R. W. Kitmanol, J. C.

Bambauer, Miss L. D. Lewis, A. R.

Bavis, Mrs. & Miss Laing, Mr. and Mrs. F. C. and child

Bligham, Mr. & Mrs. Marriott, Dr. O.

T. E. and child Matthews, T. W.

Birbeck, R. J. McAnan, T. P. (W.A.)

Bissell, W. S. Miller, R. L.

Black, W. Moir, R.N., Lt. and Mrs. W. M.

Blair, D. K. W. M.

Blomfield, Mr. & Mrs. Moon, Mr. & Mrs. E. M.

J. B. Newington, A. G.

Blomfield, Mrs. I. R. Pan, F. N. Lo

Boggan, Mr. and Mrs. Parfitt, W.

and infant Pattie, Mrs. J. A.

Bonner, E. A. Perkins, Mr. and Mrs.

Bonard, Mrs. T. L.

Bothwick, Mrs. R. W. Potts, W. H.

and child Puddappa, W. T.

Broughall, L. Ranney, F. O.

Cadele, Miss L. Ranney, Mrs. F. O.

Gandy, L. T. Reyes, Mrs. F. and child

Clark, Dr. Francis Rice, P. F.

Clark, T. Roach, Mrs. J. S. and child

Cooke, H. A. B. Robertson, W. R.

Cooley, E. W. Rogers, Dr. W. H.

Cunningham, G. Rutherford, N. H.

Davies, F. O. Saunders, J. C.

Davies, Mrs. J. T. Scott, Mr. & Mrs. J. G.

Deacon, F. B. Skott, C.

Douglas, Capt. & Mrs. J. Skott, C.

Douglas, Mr. and Mrs. Somerville, Geo.

Edwards, G. H. Soper, C. H.

Emerson, A. L. Stein, A. L.

Fisher, H. G. Thiel, C.

Glover, C. Thomas, C. R.

Gouldstein, A. E. Thomson, Dr. J. C.

Granichstaden, R. Thornborrow, J.

Grant, A. W. Trimmell, W. D.

Gray, H. C. Turner, A.

Hall, Capt. T. Tufnell, Mrs. L. G.

Haarson, J. Tullidge, G. W.

Harder, Mrs. H. and 2 children Wemyss, J. L.

Harding, R. Whitton, Mrs. A. M.

Hardy, Mrs. C. S. child and infant

Hayden, P. Wilcox, R.

Heurly, E. S. Wisbrun, F.

Hurst, R.N., Engineer. C. E.

Capt. Wright, Mr. and Mrs. Gordon

Kemp, H. H.

March 13 at 10 a.m. March 13 at 4 p.m.

Barometer ... 69 67

Temperature ... 30.04 29.95

Humidity ... 90 92

Rainfall ... —

CHINA COAST METEOROLOGICAL REGISTER.

March 13th, 1905, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	—	—	—	—
Hakodate	30.01	—	—	W	4
Kochi	30.18	—	—	NW	2
Nagasaki	30.11	—	—	NE	0
Kagoshima	30.15	—	—	SW	0
Oshima	30.16	—	—	S	4
Naha	30.13	—	—	S	0
Ishigakijima	30.09	—	—	S	6
Faiboku	5 a.m.	—	—	—	—
Taichu	—	—	—	—	—
Tainan	—	—	—	—	—
Pescadores	—	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—
Gutlaif	—	—	—	—	—
Amoy	6.30 a.m.	29.97	87	SE	3
Swatow	30.07	93	—	SE	0
Canton	9 a.m.	30.10	91	—	—
Hongkong	10 a.m.	30.10	93	—	—
Victoria Peak	—	—	—	SE	3
Gap Rock	—	—	—	SE	1
Macao	30.08	—	—	SE	1
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	—	—	—	—	—
Iloilo	29.97	81	—	NNE	3
Cebu	—	—	—	N	1
C. St. James	10 a.m.	—	—	—	—

March 14th, 1905, a.m.

Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	—	—	—	—
Hakodate	—	—	—	—	—
Tokio	—	—	—	—	—
Kochi	—	—	—	—	—
Nagasaki	—	—	—	—	—
Kagoshima	—	—	—	—	—
Oshima	—	—	—	—	—
Naha	—	—	—	—	—
Ishigakijima	—	—	—	—	—
Taichu	5 a.m.	—	—	—	—
Tainan	—	—	—	—	—
Koshun	—	—	—	—	—
Pescadores	—	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—
Gutlaif	—	—	—	—	—
Amoy	6.30 a.m.	29.96	85	—	—
Swatow	29.96	85	—	—	—
Canton	9 a.m.	30.00	70	—	—
Hongkong	10 a.m.	30.01	72	—	—
Victoria Peak	—	—	—	—	—
Gap Rock	—	—	—	—	—
Macao	29.98	68	—	—	—
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	—	—	—	—	—
Iloilo	29.91	87	—	—	—
Cebu	—	—	—	—	—
C. St. James	10 a.m.	—	—	—	—

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIE."

Captain Oliver, will be despatched for
MARSEILLES on TUESDAY, the 21st
March, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

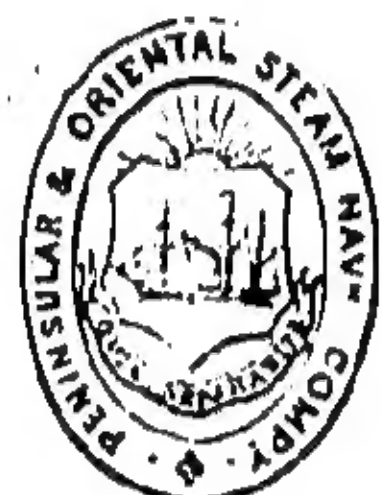
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 4th April.
S.S. *TOKIN* 18th April.
S.S. *DUMBEA* 2nd May.

L. BRIDOU,
Acting Agent.

Hongkong, 8th March, 1905.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AME-
RICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 25th
March, at Noon, taking Passengers and
Cargo for the above port in connection with
the Company's S.S. *Marina*, 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 6th May.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS

Acting Superintendent.

Hongkong, 10th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pleiades</i>	3,753	F. G. Purinton	At Mar. 30
<i>Shamut</i>	9,606	E. V. Roberts	April 13
<i>Tremont</i>	9,606	T. W. Garlick	April 21
<i>Lyra</i>	4,417	G. V. Williams	May 15

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

<i>Pleiades</i>	3,753	F. G. Purinton	At Mar. 18
<i>Tremont</i>	9,606	T. W. Garlick	April 12
<i>Lyra</i>	4,417	G. V. Williams	May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 10th March, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT.

No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellams Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES
AWARDED TO

SINGER SEWING MACHINES

AT THE
ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.
Hongkong, 28th January, 1905.

[48]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

[51]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

[54]

To Let.

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for
Bachelors, in Queen's Road Central.

Apply—

C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905.

[328]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 7th March, 1905.

[69]

TO LET.

NO. 1 STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

[70]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATTON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

[306B]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

[64]

SHARE QUOTATIONS.

Supplied by Messrs. DENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$5.46 for second half-year 1904	5 1/2 %	\$740 sales (London £77)
National Bank of China, Limited	99,925	£7	£7	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000	\$150,494	\$17 for 1903	6 1/2 %	\$280 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000	\$207,897	\$35 for 1903	5 %	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,850,000	\$286,284	\$12 for 1902	7 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,850,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,850,000	\$360,372	\$34 for 1903	10 1/2 %	\$320 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900 .....	...	\$22 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$26,160	\$1 for second half-year 1904	10 %	\$26 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 %	\$122
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 52 sales
Do. (Preference)	100,000	£1	£1	\$40,000	£8,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$5	\$50,000	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04	5 1/2 %	\$37 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$1,287	{ \$1.80 & b. 20 cts. } for year ending 30.4.04	5 1/2 %	\$39 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	10 %	\$130 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 100,000	Tls. 6,150	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904 .....	...	\$226 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897 .....	...	\$25 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£40,000	£7,820	No. 3 of 1/6 .....	...	Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,091	50 cents making G \$1 for 1904	5 1/2 %	G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents .....	...	\$4
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	9 1/2 %	\$40 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$10,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$104 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$49,289	{ \$6 dividend and \$1 bonus for 2nd half- } year 1904	6 1/2 %	\$207 sellers
Haworth Frigate, Limited	12,000	\$100	\$100	\$60,000	.....	\$10 div. & \$5 bonus for year end. 30.6/04	7 1/2 %	\$120
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$25 sellers
Riley Hargreaves & Co., Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$7 dividend	8 1/2 %	Tls. 145 buyers
S. C. Farman, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 1/2 %	Tls. 147 1/2 sales
Shanghai and Hongkong Wharf Company	32,000	\$100	\$100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	7 1/2 %	Tls. 147 1/2 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,712	\$6 for first half year 1904	3 1/2 %	Tls. 150 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	5 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 555	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$142 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$12 1/2 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 1/2 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000	\$11,958	90 cents for 1904	7 1/2 %	\$12
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$38 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 } { Tls. 170,000 }	Tls. 40,666	{		